



Board of County Commissioners - Staff Report

Table 1: Changes to surrounding road network if TTC is built

Road	Average Weekday Trips		
	Change	New Total	% Change
West end of HS Road	-300	4000	-7%
East end HS Road	-800	5100	-14%
SPLR @ Blair Rd. near Middle School	-2600	5000	-34%
S Broadway	-2900	47200	-6%
Broadway at South side of Y-intersection	-2200	35300	-6%
WY-22 west of Y	-1800	33500	-5%
WY-22 west of TTC	1100	34300	3%
SPLR south of 3 Creek	100	2100	5%

During the recent workshop meeting on May 4, there was a question about the growth rates used within the model. Staff consulted with Cambridge Systematics to get a more detailed answer.

The model uses a linear growth assumption of 144 households per year and 372 employees per year. This equates to a Compound Annual Growth Rate of 1.2% for households and 1.5% for employment from 2016 to 2045. Growth in **traffic** varies greatly by location and cannot be expressed as a simple growth rate.

It should be noted that this is one of the strengths of using a travel demand model for transportation network analysis. It uses community socioeconomic (SED) data such as numbers of households, lodging units, jobs and dynamic route choice to analyze travel rather than using a simple traffic growth rate to estimate future traffic volumes. It also uses TAZs (Traffic Analysis Zones) to properly locate the households and jobs that are dispersed in various areas of the county.

Growth forecasts were prepared by the Town/County planning staff, incorporating policy and planning guidance adopted in the Comprehensive Plan.

Below are some graphics describing the SED data used in the travel demand model for recent analyses of changes to the Y Intersection and the surrounding road network presented above. Please note that this input data can be modified within the model to analyze different development and economic scenarios.